

AMENDMENTS TO THE CLAIMS

The listing below of the claims will replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (currently amended): Apparatus for connecting an outermost end of a telescopically extendable passenger bridge to a door located on an aircraft body, wherein the door is located on one side of the aircraft and aft of an aircraft wing, said apparatus comprising: a passenger bridge including a telescopically extendable inner part and a telescopically extendable outer part, wherein an inner end of the inner part of the passenger bridge is pivotally connected to a rotunda adjacent to a terminal building for movement in a vertical plane relative to the rotunda, and wherein the outer part of the passenger bridge includes a cabin for placement against an aircraft at an aircraft door; drive means having wheels and connected to the passenger bridge for moving the bridge, wherein the drive means is positioned at an outer end of the inner part of the passenger bridge for moving the outer end of the inner part of the bridge between the rotunda and a wing of the aircraft; a ground-mounted vertical pillar for supporting the rotunda and including lifting means to change the length of the pillar and thereby displace the rotunda and the inner end of the inner part of the bridge in a vertical direction relative to the terminal building; displacement means carried by the drive means for varying the vertical position of the outer end of the inner part of the passenger bridge and of an inner end of the outer part of the bridge in a

vertical plane relative to the inner end of the inner part of said bridge; whereby subsequent to an aircraft being parked for connection to the passenger bridge, ~~the drive means moves~~ the passenger bridge is movable by the drive means from a parking position to a docking position, wherein the height and the inclination relative to the ground of the inner part of the passenger bridge is ~~adjusted~~ adjustable by actuating the lifting means and the displacement means to achieve a desired height above the ground and a desired inclination relative to the ground of the inner part of the bridge, and wherein the drive means is ~~moved~~ movable close to a leading edge of the aircraft wing as and the inner part of ~~said~~ the bridge is telescopically ~~extended~~ extendable; pivoting means for pivoting the outer part of the bridge relative to the inner part in a vertical plane; and means for telescopically extending the outer part so that an outermost end of the outer part of the bridge is at an end position at which the cabin is docked adjacent to a passenger door in the aircraft body.

Claim 2 (currently amended): Apparatus according to claim 1, wherein ~~prior to the bridge being moved over the wing~~ the inner part of the passenger bridge and the outer part of ~~said~~ the bridge are each ~~moved~~ movable vertically, and wherein the outer part of the passenger bridge is vertically movable to a position at which the outer part of the passenger bridge can pass freely over an upper surface of the wing of the aircraft as the outer part of the bridge is moved over the wing.

Claim 3 (currently amended): Apparatus according to claim 1, wherein the outer part of the passenger bridge is hingedly connected to the inner part of the bridge for relative pivotal movement about a substantially horizontal pivot axis; ~~and~~ wherein ~~the pivoting means varies~~ the vertical position of the outer end of the outer part of the bridge is adjustable by the pivoting means; and wherein the pivoting means extends between and acts upon the outer end of the inner part of the bridge and the inner end of the outer part of the bridge ~~for providing~~ for relative pivotal movement of the inner and outer bridge parts about the pivot axis.